



Gregory J. Nickels, Mayor
Department of Planning and Development
 Diane Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2307582

Applicant Name: Tom Johanson of Mithun Architects and Planners and Sam Cameron of Streeter & Associates for Seattle Housing Authority

Address of Proposal: 6025 Lanham Place SW

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of three (3) ground related structures and two (2) apartment buildings for a total of 40 low-income and near market-rate units. Parking for 47 vehicles to be provided (High Point redevelopment). Related projects include: #2105600 for a contract rezone, demolition, grading and tree preservation; and #2202170 for a full subdivision, #2301281 for early design guidance. Environmental documents prepared by Seattle Housing Authority.

The following approvals are required:

- **Design Review and Development Standard Departures**, pursuant to Chapter 23.41 Seattle Municipal Code.
- **Administrative Conditional Use** – To permit a single-purpose residential use in a Neighborhood Commercial-2 zone, pursuant to SMC Section 23.47.006.B.4.
- **SEPA** – to condition pursuant to SMC Chapter 25.05.660

SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [X] EIS¹
[] DNS with conditions
[] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

BACKGROUND

Site and Vicinity

The applicant is proposing three (3) ground related structure and two (2) apartment structures to include a total of 40 low-income and near market-rate units. Parking for 47 vehicles will be accessed from an 18-foot wide curbcut located along SW Graham Street.

¹ FEIS was submitted on September 2002 addressing both short-term and long-term impacts associated with the High Point redevelopment pursuant to the contract rezone (#2105600) and full subdivision (#2102170).

The site is located in the High Point community in West Seattle. The community was previously zoned Lowrise 1 (L1) and Single Family (SF). The proposed project is a part of the larger proposal to redevelop the High Point community to provide approximately 1,600 units of new housing, approved under MUP 2105600 (rezone), 2202170 (full subdivision) and 2301281 (early design guidance).

The site for this proposal, following construction of new rights-of-way under the referenced MUP approvals, is located on the corner of SW Graham Street and Lanham Place SW (Lot 1, Block 8 & Lot 8, Block 9).

The site is split zoned and is comprised of a Multi-Family Residential Lowrise 4 (L-4) zone as well as Neighborhood Commercial 2-40 (NC2-40). Properties in the surrounding area are characterized by single family residential uses with some lower density multi-family development with one and two story commercial developments along 35th Avenue SW. The current proposal for the immediate vicinity of High Point include single family and multi-family structures and will include approximately 75-units of senior housing south of the subject site (St. Elizabeth House).

Background

At their April 24, 2003 meeting, the West Seattle Design Review Board received an introduction to the applicant's proposal to redevelop SHA's properties, as part of a two phase project to redevelop High Point. As referenced in the April 24, 2003 report on this project, the applicants will also be seeking the input of the Board in the development of Design Guidelines that will apply to all developments on this site. Development of design guidelines that will apply to the entire site was a requirement of the City Council as part of their approval of the Contract Rezone (MUP 2105600) and Subdivision (MUP 2202170). These guidelines will be developed by the applicant and be reviewed by the West Seattle Board. As required by the City Council, these pending guidelines must be based upon the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings," adopted by the City Council in 1998.

The review of project 2304677-4690 will address site specific design review issues for developments within the SHA rental blocks as well as any requested design departures on these blocks. As part of the approval of the Contract Rezone and Subdivision, a set of Design Guidelines were developed to use in evaluating the urban design issues related to the creation of new streets and lots. The Board may also use these guidelines to help evaluate the SHA properties. These broader master plan level guidelines are summarized below:

RESPOND TO THE PHYSICAL ENVIRONMENT

- As a 105-acre development site, conditions vary greatly both within the site and in surrounding areas. The site plan should respond to various and distinct features that characterize the built and natural environment, including:
 - The existing street grid alignment on the edges of the site;
 - Topography, particularly contrasting edge conditions; and
 - Patterns of urban form, such as massing and orientation of nearby buildings.
- To show innovation of design and environmental stewardship, the site plan should aim to reduce impervious surface area in alleys, parking areas and streets.
- To reduce the dominance of impervious surfaces, alleys, parking areas and streets should use alternative paving materials wherever possible.

PEDESTRIAN ENVIRONMENT: Defining the Character and Scale of the Block

- To reduce the scale of the block and promote walking in the community, pedestrian walkways and open spaces that create breaks in the street wall and facilitate movement through the development and to surrounding areas should be included.
- If pathways are created to link housing areas outside of the right-of-way system, they should be clearly defined through placement, landscaping or other design features.

CHARACTERISTICS OF THE STREET SYSTEM

- To further improve connectivity, cross block alleys and other innovative approaches to alleys should be used wherever feasible.
- To mitigate the impact that 'superblocks' will have on the development due to the size and shape of adjacent residential blocks, attempts to recreate the residential street grid should be made through building massing, siting, pedestrian features and other methods.
- The design should provide a high level of East/West connectivity to avoid the creation of large "superblocks."
- To minimize impervious surface areas devoted to parking, parking maximums and credit for use of on-street parking should be investigated
- Streets and sidewalks should be designed to take advantage of adjacency to natural features.
- To increase north/south connectivity between S.W. Raymond and S.W. Graham, additional right-of-way should be developed.
- Land Uses should not dictate the street layout or form.
- A hierarchy of streets should be developed and expressed through variations in landscape, buildings, architectural elements, open space and other features of the natural environment.
- Long, undifferentiated alleys should be minimized to optimize goals concerning neighborhood and community development.

RELATIONSHIP WITH SURROUNDING NEIGHBORHOOD

- The S.W. corner of the development should serve as a gateway with strong visual and physical connections into the site.
- To help ensure a successful transition between the existing surrounding neighborhood and the new developments, there should be a strong attempt at integrating the surrounding street layout into the proposed street system.
- Larger blocks, especially those adjacent to the surrounding existing street layout, should be designed with a transition of uses and densities to reduce the impact of larger building forms that would result from this type of change in the grid pattern.
- Uses in larger blocks adjacent to the surrounding existing street layout should be designed and sited to provide a transition between commercial and residential uses.

OPEN SPACE

- To avoid monotony in design and use, each park and significant open space should have different dimensions and activities programmed into their design

- To ensure that the pocket parks are not co-opted by adjacent residents as private open space, a clear delineation of right-of-way, path areas, park space and private realms should be developed.
- Street furniture at pocket parks should be used to provide visual interest, surveillance opportunity and to reinforce the parks' primary function as gathering space.
- Open Space linkages should be promoted and enhanced through increases in property line setbacks, modulation, landscape treatments or other site plan solutions

Distribution of Housing Types

The Joint Board of West Seattle Design Review Board members and members of the City's Design Commission focused on the type and distribution of Housing within the High Point community. Due to the scale of the redevelopment, the desire to 'knit' High Point into the larger community and SHA's own housing design goals, concern has been expressed by a variety of stakeholders during the process concerning the design quality of the housing and the overall distribution within the development site.

ANALYSIS – DESIGN REVIEW

Early Design Guidance meetings

At their November 20th, 2003 meeting, Tom Phillips of SHA gave a brief overview of the background for the site, and why the proposed grocery store will be located on the site to the west. The determination of the grocery store location is one of the reasons this site wasn't reviewed with the other 14 development sites associated with phase I of the High Point redevelopment.

Sam Cameron presented his preliminary design using a site plan, massing diagram, axonometric site plan, and building elevations. The proposal will place the 36-unit apartment building along Lanham PL SW with surface parking located along the west property line. Open space for this apartment was shown at a lower elevation than the parking and was placed between the rear of the apartment building and the parking. The applicant also showed an elevated walkway from the surface parking lot to the 2nd floor of the apartment building.

Public Comments

Public notice of the Master Use Permit application was published on March 11, 2004 and mailed to neighboring properties within 300 feet of the project site. The public comment period ended on August 24, 2004. No comment letters were received for this project.

In addition, nine meetings occurred before the Design Review Board for West Seattle, which included all 14 projects associated with the High Point redevelopment (phase I). Approximately 10 people from surrounding properties attended these meetings at various times.

At these meetings, the Board also took public comment concerning the proposal from citizens that were in attendance at the meeting. Following their deliberation, the West Seattle Design Review Board prioritized the following guidelines, identifying by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of the highest priority to this project:

- A-1 Responding to Site Characteristics
- A-2 Streetscape Compatibility
- A-3 Entrances Visible from the Street

- A-5 Respect for Adjacent Sites
- A-6 Transition Between Residence and Street
- A-7 Residential Open Space
- A-8 Parking and Vehicle Access
- A-10 Corner Lots
- B-1 Height, Bulk and Scale Compatibility
- C-1 Architectural Context
- C-2 Architectural Concept and Consistency
- C-3 Human Scale
- C-4 Exterior Finish Materials
- D-1 Pedestrian Open Spaces and Entrances
- D-2 Blank Walls
- D-3 Retaining Walls
- D-4 Design of Parking Lots Near Sidewalks
- D-6 Screening of Dumpsters, Utilities and Service Areas
- D-7 Personal Safety and Security
- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
- E-2 Landscaping to Enhance the Building and/or Site
- E-3 Landscape Design to Address Special Site Conditions

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY: APRIL 8, 2004 MEETING

Tom Phillips of SHA gave a brief progress report of the High Point redevelopment including construction timelines and future project proposals.

Sam Cameron presented his design response using a site plan, landscaping plan, floor plans, a scaled model, and colored building elevations. The proposal will place the 36-unit apartment building along Lanham PL SW with surface parking located along the west property line. Open space for the apartment is shown at a lower elevation than the parking and is placed between the rear of the apartment building and the parking. Both stairs and ramps access the open space from the parking area and provide circulation throughout the site. The first floor units on the 36-unit apartment building are all accessed through private individual entries. The other multifamily structures onsite retained their orientation towards SW Graham Street while providing private open space at the rear of the buildings.

Departures from Development Standards:

Several departures have been requested at the time of this meeting and are listed below. The Board unanimously recommended granting **APPROVAL** of all of the requested departures presented at the April 8th, 2004 final recommendation meetings.

SUMMARY OF DEPARTURE REQUESTS (Lot 1, Block 8 & Lot 8, Block 9)

Request	Standard	Proposal	Rationale	Recommendation
Reduce modulation requirements	The minimum depth of modulation shall be (8) for apartments in L-4 zones.	Front façade of 200'-8" in width w/ 7' modulation.	The proposed structure(s) provide adequate articulation of the façade and meet the intent of the code.	Recommended Approval.
	Interior facades over 40' in width must have modulation.	Allow interior facades of 46' w/out modulation.		

Increased structure width	L-4 zone Apartments= 90'	200'-8"	This allows for the 36-unit apartment to be pushed up to the street. The NC2-40 portion has excess lot area.	Recommended Approval.
Increased lot coverage	50% of lot area in the L-4 zone = 9,970 sq. ft.	11,534 sq. ft.	This allows for the 36-unit apartment to be pushed up to the street. The NC2-40 portion has excess lot area.	Recommended Approval.
Increased structure depth	65% of lot depth = 37.25'	45'	This allows for the 36-unit apartment to be pushed up to the street. The NC2-40 portion has excess lot area.	Recommended Approval.
Location of open space	= 6,943 sq. ft. with apartments and townhouses on L-4 portion.	4,230 sq. ft.	The applicant is meeting the intent of the code by providing adequate open space on the NC2-40 portion of the site.	Recommended Approval.
Side setback	NC2-40 required side setback is 10'	7'-6"	The applicant is creating a continuous setback on the north side of the site, as the L-4 zone only requires a 7' setback.	Recommended Approval.

SUMMARY OF RECOMMENDATION

In general, the Board members in attendance indicated that the project met the Design Guidance that was prioritized at their previous meetings. The Board also indicated that there had been considerable effort by the applicant in developing the design, including addressing the concerns raised at previous meetings.

Therefore, after considering the proposed design and the project context and reconsidering the solutions presented in relation to the previously stated design priorities, the three Design Review Board members in attendance unanimously recommended **APPROVAL** of the subject design and recommended several conditions.

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director has reviewed the Citywide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director also concurs with the conclusions of the Board that the project does meet the Citywide design guidelines.

DECISION - DESIGN REVIEW

The Director accepts the Board's recommendations to approve the project design and the requested departures. Conditions listed below are provided to ensure that the design details approved with this project are implemented through construction.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE

The proposal is to construct a single-purpose residential development on a site which is zoned both Neighborhood Commercial 2-40 (NC2-40) and Multifamily-Residential Lowrise-4 (L-4). The subject site underwent a rezone approximately 12 months ago (MUP#2105600) which involved a change from a Multifamily-Residential Lowrise-1 (L-1) zone to Neighborhood Commercial 2-40 (NC2-40) and Multifamily-Residential Lowrise-4 (L-4) to accommodate future redevelopment of the High Point community. However, the establishment of single purpose residential uses otherwise permitted or exempted as provided in Seattle Municipal Code (SMC) Section 23.47.004.E in NC2 zones requires approval of an administrative conditional use permit pursuant to the criteria identified at SMC Section 23.47.006.B.4. The applicable criteria are listed below and followed by brief discussion of the project's consistency with each criterion.

- (a) *Due to location or parcel size, the proposed site is not suited for commercial development; or*

As mentioned previously, the subject site underwent a rezone from a Multifamily-Residential Lowrise-1 (L-1) zone to Neighborhood Commercial 2-40 (NC2-40) and Multifamily-Residential Lowrise-4 (L-4) to accommodate future redevelopment of the High Point community. This particular location was originally supposed to be rezoned entirely to L-4, however the Seattle Housing Authority (SHA) was unsure to the exact location of their proposed grocery store (multi-purpose convenience store), and thus requested to change the zone to NC2-40 to provide additional area for the potential use, as L-4 does not permit the "multi-purpose convenience store" use in the zone.

After the rezone was approved, SHA found that the NC2-40 portion of this split zoned site was not suitable for any commercial development, as the NC2-40 portion of the site does not have enough street frontage for a viable commercial venture and was no longer needed for their proposed grocery store. Thus, the applicant requested that an administrative conditional use be granted given the fact that the subject site was rezoned to NC2-40 solely to accommodate the grocery store, which will now be located further west of the subject site on 35th Avenue SW and SW Graham Street.

- (b) *There is substantial excess supply of land available for commercial use near the proposed site, evidenced by such conditions as a lack of commercial activity in existing commercial structures for a sustained period, commercial structures in disrepair, and vacant or underused commercially zoned land: provided that single-purpose residential development shall not interrupt an established commercial street front. As used in this subsection, an "established commercial street front" may be intersected by streets or alleys, and some lots with no current commercial use.*

According to a capacity study completed by Mithun, an excess of underused commercially zoned land exists within the immediate vicinity. In addition, there are parcels of vacant land and several commercial structures that appear to be in disrepair.

Conclusion

Application of the conditional use criteria to the subject site leads to the conclusion that the proposed single-purpose residential development should be allowed given the history and intent of the recent rezone and the current supply of underused and vacant commercial land. As currently proposed, no adverse impacts requiring mitigation pursuant to the conditional use authority have been identified.

DECISION - ADMINISTRATIVE CONDITIONAL USE PERMIT

This application to construct a single-purpose residential development on a site which is zoned both Neighborhood Commercial 2-40 (NC2-40) and Multifamily-Residential Lowrise-4 (L-4) is **APPROVED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental impact statement (EIS) submitted by the applicant and dated September 24, 2002, and reviewed by this Department. This information in the EIS, supplemental information provided by the applicant (plans, including landscape plans, traffic analysis); comments from members of the community, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation (subject to some limitations)."

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

ENVIRONMENTAL IMPACTS

The proposed and approved contract rezone and full subdivision for High Point required an EIS to evaluate the impacts of the High Point redevelopment. The FEIS considered the following environmental impacts: Earth; Air; Water; Energy; Environmental Health; Plants and Animals; Noise; Land Use; Light and Glare; Aesthetics; Cultural/Historic Resources; Housing Relocation; Population; Socioeconomic Conditions; Environmental Justice; Transportation; Parks and Recreation; Public Services; Circulation and Parking. The FEIS was adopted by the department on September 24, 2002, during the review of the contract rezone and full subdivision. A copy of the FEIS was reviewed by DPD for this SEPA conditioning associated with the High Point redevelopment.

The information provided by the applicant and its consultants, the public comments received, and the experience of the lead agency with the review of similar proposals form the basis for review and conditioning of the proposal. The potential environmental impacts may be referenced by the Draft and Final EIS. Where appropriate, mitigation may be required pursuant to Seattle's SEPA Ordinance (SMC 25.05).

Short-term Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- construction dust and storm water runoff;
- erosion;
- increased traffic and demand for parking from construction equipment and personnel;

- increased noise levels;
- occasional disruption of adjacent vehicular and pedestrian traffic;
- decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment;
- increased noise; and
- consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Noise

In addition to the Noise Ordinance requirements in SMC 25.08, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays and Sundays from 9:00 a.m. to 6:00 p.m.:

1. Surveying and layout;
2. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours.

Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. As a condition of this decision, the applicant will be required to submit a noise mitigation plan to DPD for review and approval before a change in construction hours may occur. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspections.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Grading

A mass grading permit for this site has been reviewed and issued at the time of this decision. Minimal additional grading is proposed for the construction on site. If material is transported to or from the site, City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Parking

Construction of the project is proposed to last for approximately 12 months. Concerns were raised through the review process concerning the effect of construction related traffic impacts on adjacent streets. On-street parking in the vicinity is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties.

Accordingly, the owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site for the term of construction whenever possible. To further facilitate this effort, the owner and/or responsible party shall submit a construction phase transportation plan. The plan shall identify approximate phases and duration of construction activities, haul routes to and from the site, address ingress/egress of trucks/personnel/equipment and construction worker parking. These conditions will be posted at the construction site for the duration of construction activity. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA ordinance.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: potentially decreased water quality in surrounding watersheds; increased bulk and scale on the site; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; increased energy consumption, increased on-street parking demand. These long-term impacts are not considered significant because the impacts are minor in scope and SEPA mitigation is not required.

Parking

With this proposal, parking for 47 vehicles will be provided on-site for the low-income and near market-rate housing. Based on supplemental census data, the average vehicles available per unit for a household income of 30%-50% of the median income are 0.96. The average vehicles available per unit for a household income of 30% or less of the median income are 0.46. When applying these calculations to the percentage of low-income residential units proposed with this development, 47 spaces is more than adequate to mitigate peak parking demand. The proposed development will likely have no significant adverse impact on street parking and thus mitigation measures would not be necessary.

Height, Bulk & Scale

Since the Design Review Board and the Director have considered the potential height, bulk and scale impacts and acted to limit those impacts, the Director concludes that the negative impacts

of height, bulk and scale have been adequately mitigated and no additional SEPA height, bulk and scale mitigation is warranted.

Other Impacts

Several adopted Codes and Ordinances and other Agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these are the Puget Sound Clean Air Agency (increased airborne emissions); and the Seattle Energy Code (long-term energy consumption). The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

DECISION - SEPA

Environmental impacts for the proposal were identified and analyzed in the Final Environmental Impact Statement issued by Seattle Housing Authority. DPD has the authority to mitigate impact pursuant to the city's SEPA practices. Therefore, the proposal is **CONDITIONALLY APPROVED** subject to the conditions/mitigating measures noted at the conclusion of this report.

CONDITIONS - DESIGN REVIEW

Non-Appealable Conditions

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bryan Stevens, 684-5045). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
2. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bryan Stevens, 684-5045), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
3. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.

Prior to Issuance of the Master Use Permit

4. Provide and attach relevant portions of the recorded full subdivision (project #2202170) to all sets of plans and update the legal description to match the final plat.
5. Provide adequate screening of vehicle headlights where parking spaces face the 36-unit apartment building.
6. Provide a variety of fencing along the street to maintain individuality between sites and structures.
7. Provide a distribution of materials on the structures to emulate the architectural context of West Seattle. For example, use 1/3 vinyl siding and 2/3 hardy board or shingles.

8. Place a greater design emphasis on the stair access located on the north and south facades of the 36-unit apartment. This can be achieved using sidelights, a larger covered entry, and/or pillars on both sides of the entries.
9. Provide a greater emphasis on the base of the building to accentuate the fact that all of the first floor units are ground related.
10. The materials, color, columns and roof line shall remain as shown in the April 8, 2004 recommendation meeting (11" x 17" packet).
11. Show the size (minimum of 20-feet in height), species (Hogan Western Red Cedar) and location (southeast portion of the site between the two easterly structures) of the proposed replacement tree on the landscaping plan. Included on the plans should be a statement that irrigation will be provided and that all attempts will be made to transplant the tree during dormancy.

Prior to Final Inspection of Construction Permit:

12. A lighting plan that addresses pedestrian safety within the interior parking lots, street property lines, and common open space should be developed for review and approval by DPD. The design should use low level, well distributed lighting for pedestrian safety and minimal lighting spill over.

During Construction:

13. All changes to the exterior facades of the building and landscaping on site and in the R.O.W. must be reviewed by a Land Use Planner prior to proceeding with any proposed changes.

Prior to Issuance of a Certificate of Occupancy:

14. Compliance with the approved design features and elements, including exterior materials, roof pitches, facade colors, landscaping and R.O.W. improvements, shall be verified by the DPD Planner assigned to this project. Inspection appointments with the Planner (Bryan Stevens, ph.206-684-5045) must be made at least 3 working days in advance of the inspection.
15. The applicant will have planted a Hogan Western Red Cedar at the southeast portion of the site between the two easterly structures. The tree should be a minimum of 20-feet in height at the time of planting.

CONDITIONS - ADMINISTRATIVE CONDITIONAL USE

None.

CONDITIONS - SEPA

Prior to issuance of any Construction or Grading Permits

16. The owner(s) and/or responsible party(s) shall secure DPD Land Use Planner approval of construction phase transportation and pedestrian circulation plans. Appropriate SDOT and/or King County METRO participation in development of the plans shall be documented prior to DPD approval. The plans shall address the following:

- Ingress/egress and parking of construction equipment and trucks;
- Truck access routes, to and from the site, for the excavation and construction phases;
- Street and sidewalk closures;
- Potential temporary displacement/relocation of any nearby bus stops.

During construction:

17. The owner(s) and/or responsible party(s) shall comply with the construction phase parking plan. A copy of that plan must be kept on-site.
18. All construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays and Sundays from 9:00 a.m. to 6:00 p.m.:
 - Surveying and layout;
 - Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. These hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. The applicant will be required to submit a noise mitigation plan to DPD for review before a change in construction hours may occur. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspections.

Signature: (signature on file) Date: September 20, 2004
Bryan Stevens, Land Use Planner
Department of Planning and Development
Land Use Services